

**2003**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Jurisdiction Report**  
**49**  
King & Queen County

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
14	6.14	320	F	From:	US 360; St Stephens Church					F	0.106	F	0.529	330	F	2003
				To:	49-629											
14	1.81	460	F	From:	49-629					F	0.084	F	0.613	470	F	2003
				To:	W 49-620											
14	9.74	340	F	From:	49-617 King and Queen C H					C	0.106	F	0.568	350	F	2003
				To:	49-614											
14	6.81	2200	F	From:	SR 33 Shacklefords					C	0.087	F	0.66	12000	F	2003
				To:	SR 33 Shacklefords Fork											
14	4.95	3700	F	From:	Gloucester County Line					C	0.099	F	0.649	3800	F	2003
				To:	King William County Line											
33	3.30	14000	F	From:	49-678					C	0.082	F	0.645	15000	F	2003
				To:	SR 14 Shacklefords Fork											
33	0.14	13000	F	From:	SR 14 Shacklefords					F	0.079	F	0.650	13000	F	2003
				To:	SR 14 Shacklefords Fork											
33 14	1.66	11000	F	From:	SR 14 Shacklefords Fork					C	0.087	F	0.66	12000	F	2003
				To:	SR 14 Shacklefords Fork											
33	2.61	7100	F	From:	Gloucester County Line					F	0.078	F	0.612	7200	F	2003
				To:	King William County Line											
360	2.91	10000	F	From:	SR 14					F	0.086	F	0.71	11000	F	2003
				To:	Essex County Line											
600	1.48	20	R	From:	49-616						NA			NA		06/11/2003
				To:	49-617											
601	1.39	60	R	From:	Dead End						NA			NA		06/17/2003
				To:	1.39 MN Dead End											
601	0.91	90	R	From:	49-605 South						NA			NA		06/17/2003
				To:	49-605 North											
601	3.40	180	F	From:	SR 14 West					C	0.126	F	0.583	190	F	2003
				To:	SR 14 East											
601	1.25	270	R	From:	SR 33						NA			NA		06/26/2003
				To:	Dead End; Gap Terminus											
601	0.03	20	R	From:	Dead End; Gap Terminus						NA			NA		06/26/2003
				To:	49-601											
602	1.20	40	R	From:	Dead End						NA			NA		06/11/2003
				To:	SR 14											
602	1.00	70	R	From:	1.00 MN SR 14						NA			NA		06/26/2003
				To:												

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King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
602	3.60	20	R	From:	1.00 MN SR 14						NA			NA		06/26/2003
				To:	49-614											
602	3.67	80	F	87%	1%	5%	1%	5%	1%	C	0.194	F	0.539	80	F	2003
				To:	Middlesex County Line											
603	4.39	170	F	92%	0%	3%	2%	3%	0%	F	0.115	F	0.644	170	F	2003
				To:	49-610											
603	0.86	360	F	92%	0%	3%	2%	3%	0%	C	0.107	F	0.575	370	F	2003
				To:	Middlesex County Line											
604	0.70	220	R	From:	49-614						NA			NA		06/11/2003
				To:	Essex County Line											
605	0.03	20	R	From:	Dead End						NA			NA		08/15/2000
				To:	49-674											
605	1.31	150	R	From:							NA			NA		08/15/2000
				To:	SR 33											
605	3.46	910	F	93%	0%	1%	2%	3%	0%	C	0.089	F	0.611	930	F	2003
				To:	49-606											
605	2.00	470	F	93%	0%	1%	2%	3%	0%	F	0.087	F	0.723	480	F	2003
				To:	49-601 SOUTH											
605	2.68	170	R	From:							NA			NA		08/08/2000
				To:	SR 14											
606	2.40	110	R	From:	49-605						NA			NA		08/08/2000
				To:	49-601											
607	1.10	20	R	From:	49-631						NA			NA		06/19/2003
				To:	49-617 EAST											
607	1.40	30	R	From:	49-617 WEST						NA			NA		06/09/2003
				To:	Essex County Line											
608	0.17	880	F	92%	0%	4%	0%	4%	0%	C	0.096	F	0.607	900	F	2003
				To:	49-700											
608	2.73	510	F	92%	0%	4%	0%	4%	0%	F	0.107	F	0.687	520	F	2003
				To:	49-609 WEST											
608	1.89	150	R	From:	49-609 EAST						NA			NA		10/03/2000
				To:	1.89 MN 49-609											
608	0.29	40	R	From:							NA			NA		10/03/2000
				To:	Cul-de-Sac											
609	0.60	30	R	From:	Dead End						NA			NA		06/26/2003
				To:	49-614 NORTH											
609	0.64	90	R	From:	49-614 SOUTH						NA			NA		06/26/2003
				To:	0.64 ME 49-614											
609	2.31	2	R	From:							NA			NA		06/26/2003
				To:	49-613											
609	0.30	30	R	From:							NA			NA		06/26/2003
				To:	49-611											
609	1.80	2	R	From:							NA			NA		06/26/2003
				To:	49-603 Gap Terminus											



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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
609	5.80	180	R	From:	49-610 Gap Terminus						NA			NA		06/26/2003
				To:	SR 33											
610	3.65	390	F	94%	0%	3%	1%	1%	0%	C	0.093	F	0.816	400	F	2003
				From:	49-609											
610	1.89	380	F	94%	0%	3%	1%	1%	0%	F	0.103	F	0.568	390	F	2003
				To:	49-603											
610	1.19	120	R	From:							NA			NA		09/20/2000
				To:	49-656											
610	2.14	100	R	From:							NA			NA		09/20/2000
				To:	49-613											
610	2.30	90	R	From:							NA			NA		09/20/2000
				To:	49-602 EAST											
610	1.40	60	R	From:	49-602 WEST						NA			NA		09/20/2000
				To:	49-614 EAST											
610	0.70	220	F	85%	2%	2%	7%	5%	0%	C	0.087	F	0.714	230	F	2003
				From:	49-614 WEST											
610	0.20	50	R	From:							NA			NA		09/11/2000
				To:	49-616 EAST											
610	0.85	60	R	From:							NA			NA		06/11/2003
				To:	0.85 MN 49-616											
610	0.75	2	R	From:							NA			NA		06/11/2003
				To:	49-615											
610	1.70	30	R	From:							NA			NA		06/11/2003
				To:	49-616 WEST											
611	2.00	20	R	From:	49-609						NA			NA		06/26/2003
				To:	2.00 MS 49-609											
611	1.00	40	R	From:							NA			NA		06/26/2003
				To:	SR 14 EAST											
611	1.60	140	R	From:	SR 14 WEST						NA			NA		06/26/2003
				To:	Dead End											
612	0.30	100	R	From:	SR 14						NA			NA		06/11/2003
				To:	49-630											
612	2.77	10	R	From:							NA			NA		06/11/2003
				To:	49-617 SOUTH											
612	1.53	130	R	From:							NA			NA		06/11/2003
				To:	Essex County Line											
613	1.10	9	R	From:	Dead End						NA			NA		06/26/2003
				To:	49-614 NORTH											
613	4.10	50	R	From:	49-614 SOUTH						NA			NA		06/26/2003
				To:	49-610											
614	1.90	20	R	From:	Dead End						NA			NA		06/26/2003
				To:	SR 14											
614	0.90	1000	F	38%	5%	2%	13%	42%	0%	C	0.084	F	0.528	1000	F	2003
614	1.00	970	F	38%	5%	2%	13%	42%	0%	F	0.091	F	0.519	990	F	2003
				From:	49-613 SOUTH											
614				38%	5%	2%	13%	42%	0%							
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
614	0.80	960	F	From:	49-613 NORTH					F	0.093	F	0.515	980	F	2003
				To:	49-609 SOUTH											
614	1.30	180	F	From:	49-602					F	0.094	F	0.58	190	F	2003
				To:	49-610 EAST											
614	1.00	110	F	From:	49-610 WEST					F	0.116	F	0.796	110	F	2003
				To:												
614	4.65	60	R								NA		NA		09/11/2000	
				From:	49-615											
614	0.70	110	R								NA		NA		09/07/2000	
				To:	49-604											
614	3.30	30	R	From:							NA		NA		06/11/2003	
				To:	49-617											
615	1.40	30	R	From:	49-610						NA		NA		06/11/2003	
				To:	49-614											
616	6.90	120	R	From:	SR 14						NA		NA		06/11/2003	
				To:	49-610 EAST											
617	2.20	90	R	From:	49-631						NA		NA		06/09/2003	
				To:	49-607 EAST											
617	2.00	70	R	From:							NA		NA		06/09/2003	
				To:	49-612 SOUTH											
617	1.80	60	R	From:	49-612 NORTH						NA		NA		06/11/2003	
				To:	49-614											
617	2.60	60	R	From:							NA		NA		06/11/2003	
				To:	49-616											
617	4.90	100	R	From:							NA		NA		06/11/2003	
				To:	SR 14											
618	1.00	20	R	From:	SR 14						NA		NA		06/09/2003	
				To:	Dead End											
619	2.80	440	F	From:	49-721					F	0.091	F	0.727	450	F	2003
				To:	49-673											
619	1.80	350	F	From:	49-660					C	0.109	F	0.524	350	F	2003
				To:	Essex County Line											
619	3.00	290	F	From:	49-633					F	0.111	F	0.569	300	F	2003
				To:												
620	2.20	20	R	From:							NA		NA		06/09/2003	
				To:	SR 14 WEST											
620	2.89	160	F	From:	SR 14 EAST					F	0.152	F	0.58	160	F	2003
				To:	49-631 EAST											
620	1.00	500	F	From:	Essex County Line					C	0.096	F	0.655	510	F	2003
				To:												
621	3.80	520	F	From:	SR 14					C	0.095	F	0.52	530	F	2003
				To:	Essex County Line											
622	0.49	390	F	From:	US 360					C	0.12	F	0.653	400	F	2003
				To:	Essex County Line											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
623	1.05	200	F	From:	49-721					C	0.086	F	0.556	200	F	2003
				To:	49-635 SOUTH											
623	4.60	170	R	From:	49-635 NORTH						NA			NA		08/01/2000
				To:	49-619											
623	1.80	30	R	From:							NA			NA		06/02/2003
				To:	Essex County Line											
624	1.13	140	R	From:	49-635						NA			NA		06/02/2003
				To:	49-689											
624	1.97	80	R	From:							NA			NA		06/02/2003
				To:	Caroline County Line											
625	1.60	170	F	From:	49-628					F	0.127	F	0.56	170	F	2003
				To:	49-651											
625	1.00	210	F	From:	93% 3% 3% 1% 1% 0%					F	0.115	F	0.517	220	F	2003
				To:	49-721											
625	1.50	170	F	From:	93% 3% 3% 1% 1% 0%					C	0.125	F	0.565	170	F	2003
				To:	49-649											
625	1.10	120	R	From:							NA			NA		06/27/2000
				To:	49-641											
625	2.00	70	R	From:							NA			NA		06/27/2000
				To:	Caroline County Line											
626	0.46	7	R	From:	49-623						NA			NA		06/02/2003
				To:	0.46 MN 49-623											
626	0.04	3	R	From:							NA			NA		06/02/2003
				To:	Dead End											
627	2.04	80	R	From:	Caroline County Line						NA			NA		06/27/2000
				To:	49-721											
628	1.50	60	R	From:	US 360						NA			NA		06/02/2003
				To:	49-721 SOUTH											
628	1.20	220	R	From:	49-721 NORTH						NA			NA		06/02/2003
				To:	1.20 MW 49-721											
628	1.40	40	R	From:							NA			NA		06/02/2003
				To:	2.60 MW 49-721 GAP											
628	1.80	20	R	From:	1.80 SE 49-639 GAP						NA			NA		06/02/2003
				To:	49-639											
628	1.80	80	R	From:							NA			NA		06/02/2003
				To:	49-625											
628	1.90	210	F	From:	96% 0% 1% 1% 2% 0%					C	0.12	F	0.643	220	F	2003
				To:	King William County Line											
629	3.10	930	F	From:	King William County Line					C	0.094	F	0.6	940	F	2003
				To:	SR 14											
630	2.50	140	R	From:	49-631						NA			NA		06/09/2003
				To:	49-612											
631	1.45	130	R	From:	Dead End						NA			NA		06/11/2003
				To:	SR 14 EAST											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(631)	2.60	610	F	From:	SR 14 WEST				C	0.099	F	0.607	620	F	2003	
				To:	49-632											
(631)	1.45	290	F	From:	SR 14 SOUTH; 49-633				F	0.097	F	0.571	300	F	2003	
				To:	SR 14 NORTH											
(631)	1.58	200	F	From:	49-630				F	0.089	F	0.55	200	F	2003	
				To:	49-620 EAST											
(631)	2.54	270	F	From:	49-620 WEST				F	0.1	F	0.567	280	F	2003	
				To:	SR 14 EAST											
(631)	3.03	80	R	From:	SR 14 WEST				NA			NA		06/09/2003		
				To:	49-672											
(631)	0.98	120	R	From:					NA			NA		06/09/2003		
				To:	49-672											
(631)	1.44	160	R	From:	1.44 MW 49-672				NA			NA		06/02/2003		
				To:	US 360 EAST											
(631)	0.06	180	R	From:	US 360 WEST				NA			NA		06/02/2003		
				To:	49-650											
(631)	2.20	340	F	From:	49-650				C	0.096	F	0.71	350	F	2003	
				To:	49-619											
(631)	2.15	90	R	From:	49-633				NA			NA		06/02/2003		
				To:	49-631											
(632)	1.79	440	F	From:	Dead End				C	0.093	F	0.535	440	F	2003	
				To:	49-675											
(633)	0.27	4	R	From:					NA			NA		06/09/2003		
				To:	49-634 SOUTH											
(633)	0.65	49	R	From:	49-634 NORTH				NA			NA		06/09/2003		
				To:	49-636 WEST											
(633)	1.41	250	R	From:					NA			NA		08/01/2000		
				To:	49-636 EAST											
(633)	0.30	210	R	From:	0.69 ME 49-636				NA			NA		08/01/2000		
				To:	49-629 NORTH											
(633)	0.69	180	R	From:	49-629 SOUTH				NA			NA		06/09/2003		
				To:	49-634											
(633)	1.31	210	R	From:	49-632				C	0.088	F	0.558	560	F	2003	
				To:	SR 14; 49-631											
(633)	1.70	160	R	From:	49-633				NA			NA		08/01/2000		
				To:	49-629 EAST											
(633)	2.60	550	F	From:	49-629 WEST				C	0.088	F	0.558	560	F	2003	
				To:	49-636											
(633)	2.60	80	R	From:	49-633 SOUTH				F	0.139	F	0.587	370	F	2003	
				To:												
(634)	1.35	580	F	From:	49-633				F	0.098	F	0.6	590	F	2003	
				To:	49-629 EAST											
(634)	1.72	440	F	From:	49-629 WEST				F	0.108	F	0.609	450	F	2003	
				To:	49-636											
(634)	1.78	360	F	From:	49-633 SOUTH				F	0.139	F	0.587	370	F	2003	
				To:												

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						2Axle	3+Axle	1Trail	2Trail								
King & Queen County																	
(634)	0.47	390	F	From:	49-633 SOUTH					F	0.130	F	0.593	390	F	2003	
				To:	49-633 NORTH												
(634)	2.07	730	F	From:	49-633 NORTH					C	0.101	F	0.521	750	F	2003	
				To:	SR 14												
(635)	1.19	340	F	From:	49-721					C	0.101	F	0.79	350	F	2003	
				To:	49-623 SOUTH												
(635)	4.43	200	F	From:	49-623 SOUTH					F	0.114	F	0.774	210	F	2003	
				To:	Essex County Line												
(636)	2.00	190	R	From:	49-634						NA			NA		06/09/2003	
				To:	49-633 WEST												
(636)	2.00	170	R	From:	49-633 EAST						NA			NA		06/09/2003	
				To:	SR 14												
(637)	1.40	190	R	From:	Dead End						NA			NA		06/09/2003	
				To:	49-634												
(638)	0.20	20	R	From:	49-620 SOUTH						NA			NA		06/09/2003	
				To:	49-620 NORTH												
(639)	0.45	100	R	From:	49-628						NA			NA		06/02/2003	
				To:	49-684												
(639)	1.15	390	R	From:	49-721						NA			NA		06/02/2003	
				To:	49-721												
(640)	1.00	230	R	From:	49-721						NA			NA		06/02/2003	
				To:	1.00 MN 49-721												
(640)	1.30	120	R	From:	49-623						NA			NA		06/02/2003	
				To:	49-652												
(641)	2.00	90	R	From:	49-652						NA			NA		06/02/2003	
				To:	49-625												
(642)	0.30	80	R	From:	US 360						NA			NA		06/02/2003	
				To:	49-628												
(643)	0.83	240	R	From:	Dead End						NA			NA		08/15/2000	
				To:	SR 33												
(644)	1.40	140	R	From:	49-601						NA			NA		06/17/2003	
				To:	SR 14												
(645)	0.60	40	R	From:	Dead End						NA			NA		06/17/2003	
				To:	49-605												
(646)	0.20	160	R	From:	SR 14						NA			NA		08/08/2000	
				To:	49-678												
(647)	0.80	70	R	From:	Dead End						NA			NA		06/26/2003	
				To:	0.80 ME Dead End												
(647)	1.00	160	R			From:						NA			NA		06/26/2003
						To:											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
648	1.40	140	R	From:	Dead End					NA			NA		08/08/2000	
				To:	49-605											
649	0.70	4	R	From:	49-625					NA			NA		06/02/2003	
				To:	Dead End											
650	1.60	140	R	From:	49-631					NA			NA		07/27/2000	
				To:	Essex County Line											
651	1.00	30	R	From:	Dead End					NA			NA		06/02/2003	
				To:	49-625											
652	1.40	45	R	From:	49-721 WEST					NA			NA		06/02/2003	
				To:	49-641											
652	0.60	190	R	From:	49-721 EAST					NA			NA		06/02/2003	
				To:	49-721 EAST											
653	0.70	10	R	From:	49-609					NA			NA		06/26/2003	
				To:	Dead End											
654	1.20	210	R	From:	Dead End					NA			NA		10/03/2000	
				To:	SR 14											
655	1.00	60	R	From:	Dead End					NA			NA		10/03/2000	
				To:	49-681											
656	0.40	2	R	From:	Dead End					NA			NA		06/26/2003	
				To:	49-610											
657	1.28	100	R	From:	Dead End					NA			NA		08/15/2000	
				To:	SR 14											
658	3.14	70	R	From:	49-605					NA			NA		06/17/2003	
				To:	49-601											
659	0.60	100	R	From:	Dead End					NA			NA		06/11/2003	
				To:	49-631											
659	1.80	6	R	From:	49-631					NA			NA		06/11/2003	
				To:	SR 14											
660	2.10	180	R	From:	49-721					NA			NA		08/01/2000	
				To:	49-619											
661	0.37	30	R	From:	Dead End					NA			NA		06/17/2003	
				To:	49-687											
661	0.31	210	R	From:	49-687					NA			NA		06/17/2003	
				To:	SR 33											
662	0.46	40	R	From:	Dead End					NA			NA		06/09/2003	
				To:	49-634											
663	0.31	60	R	From:	Dead End					NA			NA		06/09/2003	
				To:	49-629											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
664	0.95	140	R	From:	49-721					NA			NA			06/02/2003
				To:	Dead End											
665	1.04	230	R	From:	Dead End					NA			NA			06/02/2003
				To:	49-721											
666	0.76	320	R	From:	Dead End					NA			NA			06/17/2003
				To:	49-667											
666	0.60	420	R	From:						NA			NA			06/17/2003
				To:	49-605											
667	1.20	40	R	From:	Dead End					NA			NA			08/08/2000
				To:	49-666											
668	0.25	180	R	From:	49-605					NA			NA			08/15/2000
				To:	Dead End											
669	1.20	40	R	From:	Dead End					NA			NA			06/09/2003
				To:	28-620; Essex County Line											
670	0.15	70	R	From:	Dead End					NA			NA			08/15/2000
				To:	SR 33											
671	0.87	50	R	From:	Dead End					NA			NA			06/02/2003
				To:	49-641											
672	0.84	90	R	From:	49-631					NA			NA			06/02/2003
				To:	Dead End											
673	0.79	160	R	From:	49-619					NA			NA			06/02/2003
				To:	Dead End											
674	0.29	40	R	From:	Dead End					NA			NA			08/15/2000
				To:	49-605											
675	0.32	10	R	From:	Dead End					NA			NA			06/09/2003
				To:	49-633											
676	0.26	80	R	From:	Dead End					NA			NA			08/15/2000
				To:	SR 33											
677	0.26	20	R	From:	Dead End 0.26 MN					NA			NA			06/02/2003
				To:	SR 14											
677	0.19	30	R	From:						NA			NA			06/02/2003
				To:	Dead End 0.19 MS											
678	0.17	190	R	From:	SR 33					NA			NA			08/08/2000
				To:	SR 14 WEST											
678	1.24	800	F	92%	0%	3%	1%	4%	0%	C	0.104	F	0.581	820	F	2003
				To:	SR 14 EAST											
679	1.18	20	R	From:	SR 33 WEST					NA			NA			08/08/2000
				To:	SR 33 EAST											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
680	0.49	70	R	From:	Cul-de-Sac						NA			NA		06/17/2003
				To:	49-605											
681	0.28	280	R	From:	SR 14						NA			NA		06/11/2003
				To:	SR 14											
682	0.15	30	R	From:	US 360						NA			NA		07/27/2000
				To:	Dead End											
683	0.07	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
684	1.37	90	R	From:	Dead End						NA			NA		08/01/2000
				To:	49-639											
685	0.64	50	R	From:	SR 14						NA			NA		08/23/2000
				To:	0.64 MN SR 14											
685	0.16	60	R	From:							NA			NA		08/23/2000
				To:	Dead End											
686	0.06	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
687	0.26	60	R	From:	Dead End						NA			NA		08/15/2000
				To:	49-661											
688	0.15	20	R	From:	49-691						NA			NA		06/17/2003
				To:	Dead End											
689	0.26	10	R	From:	49-624						NA			NA		08/11/2000
				To:	Dead End											
690	0.26	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	49-661											
691	0.22	30	R	From:	49-605						NA			NA		06/17/2003
				To:	SR 33											
692	0.06	80	R	From:	Dead End						NA			NA		10/05/2000
				To:	49-632											
693	0.40	70	R	From:	Dead End						NA			NA		08/11/2000
				To:	49-721											
700	0.14	90	R	From:	49-608						NA			NA		06/26/2003
				To:	49-701											
701	0.17	30	R	From:	49-608						NA			NA		08/08/2000
				To:	49-700											
721	1.60	2600	F	93%	1%	US 360; SR 14			C	0.109	F	0.723	2600	F	2003	
				To:	49-619											
721	3.94	1700	F	93%	1%	2%	1%	4%	0%	F	0.090	F	0.53	1700	F	2003
				To:	49-639											



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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(721)	2.66	1600	F	From:	49-639					F	0.096	F	0.564	1600	F	2003
				To:	49-635											
(721)	1.12	890	F	From:	49-623					F	0.091	F	0.550	900	F	2003
				To:	49-627											
(721)	1.79	750	F	From:	49-627					F	0.088	F	0.510	770	F	2003
				To:	Caroline County Line											
(725)	0.34	80	R	From:	Cul-de-Sac						NA			NA		06/11/2003
				To:	49-659											
(1000)	0.40	100	R	From:	49-1001						NA			NA		06/11/2003
				To:	49-631											
(1001)	0.35	40	R	From:	Cul-de-Sac						NA			NA		06/11/2003
				To:	49-1000											
(1001)	0.15	45	R	From:	Cul-de-Sac						NA			NA		06/11/2003
				To:	Cul-de-Sac											
(1202)	0.20	30	R	From:	49-629						NA			NA		08/23/2000
				To:	Dead End											
(1203)	0.30	130	R	From:	49-629						NA			NA		06/09/2003
				To:	Dead End											
(9211)	0.09	80	R	From:	Pleasant Hill High Sch						NA			NA		10/18/2000
				To:	SR 14											
(9212)	0.12	30	R	From:	Mariott Elem Sch						NA			NA		06/26/2003
				To:	49-721											
(9493)	0.05	90	R	From:	K & Q Cen High School						NA			NA		10/18/2000
				To:	0.05 ME SR 14											
(9493)	0.16	120	R	From:	SR 14						NA			NA		10/18/2000
				To:	SR 14											
(9958)	0.08	70	R	From:	Lawson Elem Sch						NA			NA		10/18/2000
				To:	49-721											